

Hongkong Daily Press.

Stocked by all leading stores.

PRICE, \$3 PER MONTH.

INTIMATIONS

**A. S. WATSON
& CO., LTD.**
WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
• A. SUPERIOR PALE, Red Capsule	\$30.40	\$2.55
• B. SUPERIOR OLD COG- NAC, Red Capsule ...	33.70	2.90
• WATSON'S XXX COG- NAC, Gold Capsule ...	34.80	3.00
• WATSON'S XXX COG- NAC (1 Bottle, 2 Doz.)	37.00	1.60
• HENNESSY XXX ...	41.40	3.45
• C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
• D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	46.80	4.00
• BOUTELLEAU'S CHAMPAGNE LIQUEUR	52.40	4.55
• E. FINEST OLD BROWN BRANDY, Gold and White Capsule	53.50	4.55
• MARIE BRIZARD and ROGER'S FINE PALE COGNAC	31.50	2.65
• S. V. F. V. O. COGNAC	79.70	6.85
• V. O. L. 60 Year Old ...	119.30	9.95
• UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandy bottled by ourselves are
guaranteed Grape Spirit and of Pot Still
Distillation.

A. S. WATSON & CO.
LIMITED,
HONGKONG AND CHINA.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 12TH, 1914.

We have been favoured by the Japanese Department of Finance with a copy of the fourteenth issue of the *Financial Economic Annual of Japan*, a publication which gives in compendious form, as its name implies, a general review of the financial and economic conditions of the country during the past year. The year 1913 is set down as a period of unprecedented prosperity in the country's foreign trade. Never before had the trade shown an increase of more than £10,000,000 sterling in any one year; but last year the increase was £22,000,000, the total foreign trade of the country amounting to £139,403,872. It will indicate the rapid strides which the foreign trade of Japan has made when we say that the total in 1900 was not more than one-third of last year's total, and that the value of the trade per capita has grown from 10.97 yen in 1900 to 25.71 yen in 1913. With but three exceptions in the last twenty years, however, the balance of trade has been against Japan—that is to say her imports have been in excess of her exports. In 1909 exports exceeded imports by 18,913,668 yen, but in the last two years imports have exceeded exports by over 90,000,000 yen. Last year, in fact, this excess amounted to 96,000,000 yen (£9,833,043). This is attributed mainly to "the increased importation of raw materials as the result of industrial progress." No less than 65 per cent. of the imports consisted of raw materials and "manufactured articles for use in manufacturing." The compilers of the *Annual*, remarking that this excess of imports over exports is "not a thing to be desired," took comfort in the fact that conditions in the economic world had changed—currency has been reduced, prices have gone down, and trade conditions since the beginning of 1914 have given promise of great improvement, so that this excess of imports was regarded as "not a matter for any great anxiety." This was written, of course, before the outbreak of War in Europe. Conditions have changed in a wholly unexpected manner since then. The

bright hopes indulged in by the compilers of the work may be considered now to have vanished completely. The trade of Japan will suffer from the war as the trade of every other country is suffering. Raw silk is Japan's most valuable export, and last year she had reason to be thankful for an increased demand from abroad. It is certain that this demand is not being maintained now. The United States took 68 per cent. of the silk export last year, France 17 per cent. and Italy 13 per cent. But if Japan's export trade is adversely affected by the War, this will doubtless be fully offset by the decline in her imports. Japan's principal customers are Great Britain and her Colonies, with whom 32 per cent. of the total foreign trade of Japan is done; the United States, who was represented in the list last year by a percentage of 23.9; then comes France and her Colonies; and, next, Germany, followed by the Netherlands and Italy. There is not a country in the world whose trade is not adversely affected to a most serious extent by the War. Japan, in all probability, will be unable to procure in sufficient quantities many of the raw materials necessary to feed her industries, and on the other hand the purchasing power of the peoples of the world will be reduced to an extent fatal to the prosperity of her export trade. Only in China and other countries of Asia may she faintly hope for increased trade. This is not to say, however, that the countries of the East remain unaffected by the war in Europe, but simply that European exports to the East are naturally greatly reduced. On the other hand, there is stagnation in the export trade from the East to Europe and America, and if little is being sold the people are without the wherewithal to buy; but of what import trade there is in China, and other Eastern countries, Japan is certain to get a proportionately larger share than she has done hitherto, if she can manage to get an adequate supply of raw materials to keep her factories employed. No possible increase of the trade with China, however, can compensate for the heavy decline which is inevitable in Japan's exports to the countries of Europe. Therefore, her only hope of avoiding a larger adverse balance of trade seems to lie in the decrease of imports: but since no less than 65 per cent. of Japan's imports consist of raw materials to feed her industries, she cannot very well reduce her imports without injuring her manufacturing interests, and her export capacity. A reduction, however, seems, *volens volens*, inevitable, for many of the raw materials Japan imports have been placed by belligerent Powers on their lists of prohibited exports, while the British and French fleets render supplies of any kind from Germany out of the question. Thus Japan, in order to keep her factories running, must seek her raw materials very largely from neutral countries, and she will doubtless have to pay dearly for them if she is able to procure them at all. The immediate outlook for Japan's trade, is, therefore, far from being as bright as the compilers of the volume before us predicted it would be; and the probability is, that in common with all other commercial countries, Japan's trade statistics for the present year, and possibly for a few years to come, will show a very large decline compared with the very gratifying figures of recent years.

The mail from England *via* Siberia which arrived yesterday was a very small one, consisting of only one bag.

The latest report of the typhoon, W. of the northern Ladrone or Mariana Islands, is that it is recurring north-eastward.

The Hongkong Horticultural Society has issued the schedule for the 1915 Flower and Vegetable Show. The Schedule shows 111 classes.

When the last mail left Foochow the contributions to the Prince of Wales' Fund at that port amounted to \$2,632. Many residents had put down their names for a monthly donation while the war lasts.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of \$10 from Mr. G. W. Barton to the funds of the Hospital.

Mr. de Reus, Consul-General for the Netherlands, informs us that the sanitary measures in Netherlands-India against Hongkong on account of plague have been withdrawn. Only *visa* on bills of health of ships bound for that destination remain obligatory.

The *North-German Gazette* says that Chinese subjects in Berlin are wearing flags for the purpose of indicating that they are not Japanese. Nevertheless, several have been maltreated by mistake, and as the result of a diplomatic protest the Foreign Office has issued a warning intended to prevent such incidents.

THE WAR.

[THROUGH REUTERS' AGENCY.]

FALL OF ANTWERP.

THE GARRISON EVACUATES.

BRITISH NAVAL BRIGADES PARTICIPATE IN THE DEFENCE.

LONDON, October 9th.
11.20 a.m.

An Amsterdam telegram states that the attack on the Antwerp inner forts has started.

6.10 p.m.

An Amsterdam telegram reports that the bombardment of Antwerp was continued to-day in full force. It had slackened somewhat early in the morning. The sky throughout the night was red with flames. Half a million fugitives have arrived in Holland, and more trains are expected.

9.25 p.m.

A telegram from Ostend states that there are 200 guns before Antwerp—28, 32 and 42 centimetres having a range of 14 kilometres. There was a lull from 10 o'clock till midnight last night when the bombardment was resumed with the utmost violence.

LONDON, October 10th.
3 a.m.

The *Morning Post* says it is informed on good authority that Antwerp has fallen.

The Press Bureau permits the publication of this statement but has no confirmation. The Belgian Minister also has no confirmation of the report.

5 a.m.

A message from Amsterdam despatched last night states that at 6 o'clock in the evening the *Handelsblad's* Roosendaal correspondent was informed by an officer, and also unofficially informed from Antwerp, that the Germans had entered the city through the suburb of Berchem.

8.50 a.m.

The newspapers at Amsterdam publish an official telegram from Berlin which states that Antwerp has fallen.

11.40 a.m.

A message from Amsterdam states that the German Staff to-day claims that several of the inner forts of Antwerp are in possession of the Germans, and that the Commander and the Garrison have left the region of the forts, only a few of which remain in the possession of the Belgians. The German occupation of Antwerp, however, is not prejudiced thereby.

12.25 p.m.

The British War Office announces that the Belgian forces evacuated Antwerp yesterday.

THE EVACUATION DESCRIBED.

LONDON, October 11th.
1.15 a.m.

The Admiralty announces that, in response to the appeal of the Belgian Government Marine Brigade, two Naval Brigades and some heavy naval guns, the whole under General Paris, were sent to participate in the defence of Antwerp. During the last week of attack till the night of the 5th inst., the Belgian Army and Marine Brigade successfully defended the line of the Nethe river, but on Tuesday morning the Belgian forces on the Marines' right were forced to retire. Consequently, the whole defence was withdrawn to the inner forts. This enabled the enemy to plant batteries and bombard the city.

The inner line of defences was maintained on Wednesday and Thursday, the city enduring ruthless bombardment. The behaviour of the British force was highly praiseworthy, and owing to the protection of the entrenchments the losses are probably less than 300 out of a total of 8,000.

The defence could have been maintained longer, but not long enough to allow of adequate forces being sent for relief without prejudicing the main strategic situation. The enemy also began on Thursday to press strongly the line of communications near Lokeren. The Belgians there fought with great determination, but were gradually pressed back by superior numbers.

In these circumstances the Belgian and British Commanders decided to evacuate the city. The British Commander offered to cover the retreat, but General Deguise desired that they should leave before the last division of the Belgian Army. After a long night march to St. Gelles the three Naval Brigades entrained. Two out of the three Naval Brigades arrived safely at Ostend, but the bulk of the first Naval Brigade were cut off by a German attack north of Lokeren, and 2,000 officers and men entered Holland in the neighbourhood of Hulst and laid down their arms, in accordance with the laws of neutrality.

The retreat of the Belgian Army was successfully accomplished. The retreat from Ghent onwards of the Naval Division and the Belgian Army was covered by strong British reinforcements. The Naval armoured trains and heavy guns were all brought away. The Naval aviation park returned safely to its base protected by its armoured cars.

Scores of thousands of the population of Antwerp are streaming westward from the ruined and burning city.

[THROUGH REUTERS' AGENCY.]

A GERMAN COMMUNIQUE.

LONDON, October 11th.
12.20 p.m.

A message from Amsterdam states that a German *communiqué* reports that Antwerp was evacuated by the British and the Belgians before the Germans entered. Pourparlers for the surrender were conducted with the Burgomaster. The number of prisoners taken cannot be estimated, but enormous supplies were taken.

The Kaiser has awarded the Decoration of Merite to the German Commander, General Baesler. The latter, in a proclamation to the citizens, says that their property will be spared if they refrain from hostility, and adds—"All refractions will be punished by the laws of war and may lead to the demolition of your beautiful city."

THE KING AND QUEEN OF BELGIUM.

LONDON, October 11th.
6.40 a.m.

A telegram from Roosendaal states that the main British and Belgian force with King Albert has reached Ostend safely.

Refugees state that King Albert is wearing his arm in a sling. It is reported that the Queen of the Belgians has arrived in London.

THE GREAT STRUGGLE IN FRANCE.

"BATTLE CONTINUES UNDER SATISFACTORY CONDITIONS TO THE ALLIES."

1,600 GERMAN PRISONERS TAKEN IN TWO DAYS.

LONDON, October 9th.
4.55 p.m.

To-day's *communiqué* issued in Paris says:—

The general situation is unchanged. The two Cavalry forces continue to operate north of Lille. The battle continues along the line Lens-Arras-Bray-Chaulness-Lloye-Lassigny. There has been only slight fighting from the Oise to the Meuse.

In Woevre there has been an artillery duel along the whole front. There is no change to report in Lorraine, the Vosges and Alsace.

LONDON, October 10th.
1.25 a.m.

An official statement issued in Paris at 11 p.m. says there is nothing new to report except sharp fighting in the Roye region, where the Allies have taken 1,600 prisoners in the last two days.

LONDON, October 10th.
5.00 p.m.

A Paris *communiqué* says:—The battle continues under satisfactory conditions to the Allies. All our front has been maintained, despite violent attacks by the enemy at several points.

LONDON, October 11th.
3 a.m.

A French *communiqué* issued at midnight says there have been only Cavalry contacts south-west of Little, but heavy fighting southeast and north of Arras. The enemy has made vigorous attacks on the Meuse heights.

6.10 a.m.

A further *communiqué* states that there has been some cavalry fighting between Labasse, Armentieres and Cassel, which was much confused owing to the nature of the ground.

The French made real advances in many places north of Oise, and have also achieved marked progress in the region of St. Mihiel.

BRITISH ACCOUNT OF RECENT FIGHTING.

LONDON, October 9th.

The Press Bureau has issued a statement by an eye-witness with the British Headquarters describing the operations. On Wednesday, September 30th, there was a gradual development of the situation, with only slight attacks by the enemy and occasional artillery fire. Thursday, October 1st, was a perfect autumn day and was very peaceful. During the night the enemy made a few new trenches. Friday was misty and thicker. At night our artillery demolished a mill which the enemy occupied as an advance post, their guns and quickfiring being wrecked. The Germans made their usual two night-attacks on the customary spot. We had only six wounded and we captured two of the enemy's trenches and filled them in.

LONDON, October 10th.
9.30 p.m.

A continuation of the narrative of the "eye-witness at the British Headquarters" issued by the Official Press Bureau, says that comparative calm continued from the 3rd to the 8th inst. The days were warm and slightly misty. A bright moon hampered night attacks, and the operations were almost confined to slight artillery fire. On Monday, the 5th instant, there were three separate duels between French and German aeroplanes. Two were indecisive, and the French were victorious in the other, killing two German aviators by quickfiring.

Another feature of the campaign was provided by French soldiers, coal-miners by occupation, who drove a mine gallery under an inaccessible gun of the Germans and blew it up.

(THROUGH REUTER'S AGENCY.)

"SCHARNHORST" AND "GNEISENAU" AT SAMOA.

A THRILLING INCIDENT.

LONDON, October 9th.
12.10 p.m.

There has been a thrilling interlude at Samoa, which is running smoothly under the Union Jack. The German warships *Scharnhorst* and *Gneisenau* entered Apia. The garrison of New Zealanders manned their guns, expecting a bombardment, but the warships departed.

A German steamer appeared later, and was chagrined to find the Union Jack still flying.

THE WESTERN THEATRE OF WAR.**RUSSIANS TAKE 10,000 GERMAN PRISONERS AND 40 GUNS.**

LONDON, October 9th.

An Amsterdam telegram reports that a German *communiqué* states that there are no facts of decisive importance to report. In the western theatre of war the Russians, marching from Lomza, have reached Lyck.

LONDON, October 10th.
4.40 a.m.

An official message from Petrograd states that the fighting on the East Prussian front has continued since the 8th inst. The Russians are pursuing the offensive and have occupied Lyck. Since the failure of the German invasion, the Russians have captured 10,000 prisoners and forty guns.

9.45 p.m.

A Petrograd *communiqué* says:—Obstinate fighting is proceeding in East Prussia. The Germans retiring from Lyck blew up the bridges.

Artillery duels are in progress on the Vistula.

BRITISH AEROPLANES DESTROY A ZEPPELIN AT DUSSELDORF.

LONDON, October 9th.

The Admiralty announces through the Official Press Bureau that Commander Spencer Grey reports that, as authorised, he carried out with Lieutenants Marix and Sippe a successful attack on the airship shed at Dusseldorf. Lieut. Marix's bombs, dropped from a height of 500 feet, pierced the shed and destroyed a Zeppelin. The flames were observed to be 500 feet high, this being the result of igniting the gas in the airship. All three officers are safe, but the aeroplanes were lost. The feat was a remarkable one. The distance flown was over a hundred miles and the previous attack had put the enemy on their guard and caused them to mount anti-aircraft guns.

An Amsterdam telegram says a German *communiqué* admits that a bomb from a hostile aeroplane yesterday pierced the cover of a Zeppelin in the Dusseldorf airship hall.

GENERAL WAR ITEMS.**AUSTRALIA'S REPLY TO GERMAN SLANDERS.**

LONDON, October 9th.

A telegram from Melbourne says that the Commonwealth has offered an additional Light Horse Brigade for service in Europe, and the offer has been accepted. It is emphasised that this is Australia's reply to German slanders against British rule.

ANOTHER GERMAN ISLAND CAPTURED.

LONDON, October 9th.

A message from Melbourne says it is reported that another German island has been captured.

PRECAUTIONS ON THE LONDON METAL EXCHANGE.

LONDON, October 9th.

The London Metal Exchange has resolved that all naturalised British subjects who are candidates for membership must give proof of exemption from citizenship of the country of origin. It has also decided that from the new year, authorised and unauthorised clerks must be British subjects.

LORD HALDANE ON THE TERROR OF MILITARISM.LONDON, October 10th.
5.00 p.m.

Lord Haldane addressed two great recruiting meetings at Newcastle. In the course of his speeches he said that he wished to say emphatically that it was fortunate the war had come when we were bound with three Powers. We should have been in a difficult position if we had been attacked alone. The terms of peace must be that the Militarism which perverted every talent of the German nation should be crushed and broken, and future generations freed from such a terror.

ST. PETER'S CHURCH, WEST POINT.

On the invitation of Mr. and Mrs. Piercy a gathering of numerous members of St. Peter's congregation took place at "Earnfoot," Robinson Road, on Saturday afternoon. After tea, the Bishop of Victoria addressing the company said that St. Peter's Church was passing through a crisis. For many years it had had the fostering care of the Chaplain of the Mission to Seamen. He recalled Mr. Francis's devotion and the crowded church of a few years ago. Then many seamen loved to attend. Conditions were now changed. It was no longer the centre of sailors' haunts, and as the present Chaplain of the Mission to Seamen urgently desired to be released from the pastoral charge of the Church, the Bishop had felt it right to allow him to resign the Chaplaincy of the Church with out prejudicing the case when there is a change in the Mission to Seamen Chaplaincy, which takes place next April.

Until then, the Bishop stated, he had asked his domestic Chaplain, the Rev. W. T. Featherstone, to be responsible for the Sunday morning service, and the pastoral care of the congregation. He reminded them that Mr. Featherstone had many other duties, and though he was intensely willing it would not be right to expect anything like the services of a whole-time Chaplain from him. He urged the members of the congregation to give him their hearty and prayerful co-operation and to do all in their power, not only for St. Peter's Church, but for the whole Church of God in the widest sense. The Rev. W. T. Featherstone also spoke, and expressed his readiness to serve to the full extent of the limited share of his time available. He spoke of his special interest in young men and his desire to be helpful to them in Hongkong. Mr. Featherstone is a B.A. of Wadham College, Oxford, and after holding some important scholastic appointments was ordained to the Curacy of St. James, Carlisle, two years ago.

WAR NEWS.**8,000,000 MEN UNDER ARMS.**

ROME, August 28th.
According to a message from Petrograd, it is officially stated in the Russian capital that Russia has practically completed the mobilisation of 8,000,000 men. This force is divided into four armies of 2,000,000 men each and these will be put into the field one after the other.

AUSTRIANS AND GERMANS IN SOUTH AFRICA.

CAPE TOWN (via London), Aug. 30th.
The process of rounding up Austrian and German reservists from the different parts of the Union of South Africa and holding them as prisoners of war has been proceeding for a fortnight. Some 8,000 are now detained in a special camp at Johannesburg.

APPALLING SACRIFICE OF MEN.

LONDON, September 4th.

A lance-corporal of the Connaught Rangers, who was wounded in Belgium, and invalided home, states: "The disconcerting thing about the present fighting is that we seldom see the enemy. We lay for ten hours in the trenches last Saturday with the rifle bullets dropping around us like rain drops, but we saw only a line of white puffs of smoke on the horizon. We were fighting for three days before we saw eyes on the Germans. Then we had plenty of hand-to-hand fighting."

"The Germans sacrifice men in an appalling fashion for the sake of making an impression. One British position, dominated by a German battery, clearly could not be held long, yet the German infantry attacked it in a long, never-ending stream, and our rifle gun fire tore hideous gaps in their ranks. The Red Cross men afterwards picked up, at that position alone, 1,500 German dead and wounded, whereas the British lost only 20 men there. We are wondering how long the Germans can keep up this sort of thing."

WORST FEATURE OF THE WAR.

LONDON, September 4th.

A sergeant-major, in a letter from the front, states: "The worst about this war is not the fear of losing life, but the hellish nerve-racking noise. The townsmen, accustomed to traffic, stand it much better than the countrymen, and those recruited from the big cities are far the fittest. A London lad told me the noise of the guns was no worse than the roar of the omnibuses."

GERMAN CAT-O' NINE TAILS.

PETROGRAD, September 6th.

When the Russians boarded the German cruiser *Magdeburg*, which was abandoned under fire when aground in the Gulf of Finland, they made a curious discovery in respect to German discipline. In the cabin of every officer was found a formidable cat-o' nine tails, which in every case bore signs of hard usage.

THE EMPEROR OF AUSTRIA-HUNGARY.

LONDON, September 6th.

A diplomatist at Vienna states that the old Emperor, Francis Joseph, is still able to take short walks, but his condition is pathetic. It was his thought at Vienna that Germany would rashly jump at the chance afforded by the Austro-Serbian trouble to force Austria into a greater war than she wished for, and then enter the long-wished-for task of smashing up Europe.

VILLAGERS ATTACK UHLANS.

BORDEAUX, September 7th.

A refuge states that near Vonzieres recently 30 youths and women, armed with rifles, ambushed a body of Uhlans, and killed nearly all of them. Next day a big force of Uhlans appeared on the scene, burned the village and incinerated five children.

GERMANS SHELL THE BRITISH LEADER'S HEADQUARTERS.

LONDON, September 7th.

The Rouen correspondent of the *Daily Mail* states:—"Throughout the British retirement from Mons and Compiègne the Germans were unceasingly acquainted with Sir John French's headquarters. At Decanville and St. Quentin they shelled the buildings occupied by the British Commander-in-Chief and his staff."

GERMAN GENERAL'S DEATH.

REMARKABLE REPORT.

OSTEND, September 7th.

Details of the death of General von Bulow, one of the German leaders in Belgium, have just been published. These show that a Belgian lad, named Hailes, 18 years of age, upon noticing, from a distance of 900 yards, a German officer studying a map, crawled among the corpses of his comrades until he came to within 400 yards of the officer. He then took careful aim and fired, the officer falling dead. The lad, upon rushing up, found that his victim was General von Bulow. He removed the officer's boots, donned his uniform, and then traversed the German lines. When near the Belgian troops he discarded the general's helmet and put his own cap on his head.

King Albert has knighted the lad for his action, and has presented him with von Bulow's horse and pocket-book.

German bank-notes to the value of 135,000 francs (about £5,400) found in the vest pockets of the uniform of General von Bulow have been handed by King Albert to the Red Cross Society. A secret pocket in the General's jacket contained memoranda giving interesting details of the battlefield and of the enemy's intentions.

BRITISH CASUALTIES.

OFFICERS KILLED AND WOUNDED IN RECENT FIGHTING.

LONDON, September 7th.

The British missing officers include 18 from the Gordon Highlanders, 12 from the Royal Regiment, five from the Middlesex Regiment, and four from the Royal Scots.

The War Office has issued the names of the 10 officers killed, 29 wounded and 46 missing.

KILLED.

The following are among the killed:—Colonel Ansell, 5th Dragoons. Major Cawley, 20th Hussars. Major Day, 20th Hussars. Capt. Knowles, Middlesex Regiment. Capt. Lumden, Gordon Highlanders. Capt. Mellor, Royal Irish Regiment.

WOUNDED.

Colonel Cox, Royal Irish. Major Abell, Middlesex Regiment. Major Allen, Gordons. Major Toogood, Lincolnshire Regiment.

MISSING.

The missing are Colonel Gordon and Colonel Neish, both of the Gordon Highlanders; Major Butler, Irish Guards; Major Duff, Gordons; Major Long, Medical Department; Major Panter, Gordon Highlanders; Major Simson, Gordons, and Major St. Leger, Royal Irish.

LONDON, September 12th.

The following additional casualties among the officers are announced:—Lieutenant R. H. Parker, R.F.A., Lieut. J. B. Gough, R.F.A., killed. Captain Whiff, East Surrey Regiment, died in hospital.

Lieutenant Colonel Wormald, 12th Lancers; Major C. J. Simpson, Gordon Highlanders, wounded.

Captain Fell and Captain Caldecott were killed in London, September 12th.

AMONG THE KILLED ARE:

Lieut. C. Cogan, Northumberland Fusiliers. Captain A. Hewat, Royal Scots. Captain Jemmett Browne, Royal Sussex Regiment.

Lieut. A. Perrott, Berkshires. Lieut. J. Sword, Fourth Hussars, and Lieut. Woodgate, Royal Lancasters.

Officers who have died from wounds are:

Captain Dalgleish, Black Watch.

Captain R. E. Drake, Lincolnshire.

Lieut. Col. Guy C. Knight, Loyal North Lancasters.

Lieut. E. J. Thompson, Welsh Fusiliers.

FRENCH CASUALTIES.

The French War Office is beginning to publish a list of casualties of officers. Already one general has been killed, and among those whose deaths is announced to-day is Lieut. Colonel Patrick Mahon, killed while fighting in Alsace. He came of an old Irish stock, and belonged to the same family as President MacMahon.

Deceased, who was a regular contributor to the *Temps*, published articles on military subjects, under the pseudonym "Art Ross," besides writing several books.

Philippe Millet, another writer, also figured in the casualty list, among those deceased. He was for several years the *Temps* correspondent in London, where he has many friends and connections.

GERMANS SMOKED OUT.

PARIS, September 7th.

The British success in the Compiègne Forest campaign was of considerable magnitude, and it involved the employment of a large force of artillery. Great numbers of Germans were concealed in the forest, and British artillerymen assumed positions around the outskirts of part of the forest, while fires were started among the trees and undergrowth. The Germans were driven out by the flames, and were exposed to a terribly effective fire from the British guns; their losses were extremely heavy.

BRITISH FORCE TRAPPED.

BORDEAUX, September 7th.

Lieut. Drake, of the 11th Hussars, with a corporal has arrived at Bordeaux. He states that their squadron was routed at Mons, but, entreaching themselves, fired on the German cavalry, and then gradually fell back, hoping the enemy would pass a wood where some French troops were supposed to be posted. For some reason, the manoeuvre failed, but the squadron fought a rearguard action.

They dismounted at intervals, and held the Germans back by rifle fire. They suffered heavily from the German artillery and on reaching Honcourt, near Cambrai, had only half the squadron left.

The squadron followed a railway cutting to a crossing, where the German infantry opened fire on them, shooting many men and horses. Forty of them were again trapped at the end of two streets which were at right angles, and were barricaded. Some Germans from adjacent houses opened a devastating fire, and when the remnant reached the wood they split into two portions, some of the men gradually reaching the coast.

FIRST BRITISH REGIMENT ENGAGED.

LONDON, September 12th.

A Private in the West Kent Regiment says that a Company of the Regiment, being on outpost duty, was the first to meet the enemy at Mons on 23rd August. The Company lost all its Officers except Lieutenant Bell, who showed great bravery in fetching in the wounded.

GENERAL REVIEW OF THE AMAZING CHANGE.

LONDON, September 12th.

No adequate explanation has yet been received of the amazing change in the situation in France. The tide began to turn in a sudden and inexplicable change in the direction of the German right wing, when practically at the gates of Paris, giving the Allies an unexpected opening of which they immediately took advantage. Military experts point out that after all the German General Staff had no experience of war and had mistaken the Allies' retirement and abandonment of fortresses for a rout, whereas the Allies' movement was skilfully conducted and the Army was nowhere beaten. On the other hand, the

German triumphal advance on Paris must have been most exhausting and they were hampered the whole way. The German casualties are placed at between 200,000 and 300,000.

A further factor is that the situation in the East may be even more critical than is believed owing to the inability of the Austrian Army to hold the Russians and that the rumours of the transference of German troops from West to East are true.

A SECOND RORKE'S DRIFT.

An eye-witness of the Cambrai fight likens the last stand of the British gunners to the Zululand fight at Rorke's Drift. Seven hundred British troops took up a position on high ground in the rear of Tournai, with 22 field pieces and two Garrison Artillery guns on their right. Their infantry entrenched and the German shrapnel made good practice from the north-west of Tournai which the British effectively returned, meanwhile awaiting the arrival of a French Army Corps. The situation was critical when the Uhlans were reinforced and charged down the streets leading to the British position, and swept round their flanks with desperate bravery, charging to the very muzzles of the British guns. Survivors state the Germans admitted they put quick-firing into Red Cross wagons so as to be able to get in close. A gunner who was shot in both legs, summed up the episode thus: "The Germans won't be so cocksure next time. We gave them hell."

AN ANGRY KAISER.

"EXTERMINATE THE BRITISH."

LONDON, October 2nd.

The *Times* quotes from a trustworthy source the text of the Kaiser's order of September 19th:—"It is my royal and imperial command that you concentrate your energies for the immediate present upon one single purpose: that is, you address all your skill and all the valour of my soldiers to exterminate the treacherous English and walk over General French's contemptible little army."

WORRIED AUSTRIA.

OFFICIAL ASSURANCES DON'T ASSURE.

LONDON, October 2nd.

Despite official assurances in Vienna that there is no occasion for anxiety the news of the Russian invasion of Hungary is exciting the gravest apprehension throughout the monarchy and the work of constructing fortifications round Vienna is being pushed ahead rapidly.

New cases of cholera are reported daily in Vienna and various districts of Hungary.

TREATMENT OF BRITISH MERCHANT SHIPS IN GERMAN PORTS.

The *Gazette* contains information in respect to the treatment of British merchant ships and their cargoes in German ports, taken from the *London Gazette* of August 8th.

On the night of August 4th, the Secretary of State received the following notice from the German Ambassador:—"The Imperial Government will keep merchant vessels flying the British flag interned in German harbours, but will liberate them if the Imperial Government receive a counter undertaking from the British Government within forty-eight hours."

On August 5th a copy of the Order in Council issued on August 4th as to the treatment of enemy merchant vessels in britain ports at the date of the outbreak of hostilities was communicated to the Ambassador of the United States in London, who was then in charge of German interests in this country, with a request that he would be so good as to cause enquiry to be made of the German Government as to whether the terms of Article III to VIII of the Order in Council constituted an undertaking of the nature the German Government required, and under which they would liberate merchant vessels flying the British flag interned in German harbours.

On August 7th a communication was received from the United States Embassy that the United States Minister at Stockholm had sent the following telegram signed by the United States Ambassador at Berlin:—"Please state if England has issued a proclamation that she gives permission to enemy ships to leave British ports until midnight, August 14th. If this is so, Germany will issue corresponding orders. Reply through German Legation, Stockholm."

The United States Embassy added that they did not believe that this telegram was a reply to the message which had been transmitted to Berlin. On enquiry at the United States Embassy shortly before midnight it was ascertained that no further communication had been received from Berlin.

The Secretary of State for Foreign Affairs has therefore no information as to the treatment accorded to British merchant ships and their cargoes in German ports, and has accordingly addressed a notification to the Lords Commissioners of the Treasury and to the Lords Commissioners of the Admiralty.

This notification mentioned that no information had been received that the treatment accorded to British merchant ships and their cargoes was not less favourable than that accorded to enemy merchant ships by the Order-in-Council issued on August 4th. Articles III to VIII of that Order would therefore come into force.

APPOINTMENTS.

The *Gazette* announces the following appointments:—Election of Professor W. J. Hinton and re-election of Dr. O. Marriotti to be Members of the Council of the University of Hongkong.

Capt. H. R. Walker, 25th Punjab, to be Inspecting Officer of the Hongkong Volunteer Reserve.

Capt. L. G. Ridd, Hongkong Volunteer Reserve, to be Honorary Adjutant.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

DEATH OF CARDINAL FERRATA.

Rome, October 10th.

Cardinal Ferrata, Pontifical Secretary of State, died this afternoon.

KING OF ROUMANIA DEAD.

LONDON, October 10th.

A telegram from Petrograd says that the King of Roumania is dead.

[King Charles of Roumania was born in April, 1839, and was thus 75 years of age. He was crowned King in May, 1881.]

CORRESPONDENCE.**CARMENTS FOR THE TROOPS.**

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS:"]

Sir,—Referring to Dr. Brangwin's letter of the 6th instant, I beg to state that some persons in authority, namely, the Defence Authorities at Home, have already given a list of useful things, viz:—Handkerchiefs (neutral tints, not white), flannel shirts (any colour), cholera belts, Nightingales (made of nannel or warm stuff), woollen socks (large size), underpants and vests, sweaters, Cardigan jackets, scarves (wide enough to wear over the head and wrap round the neck).

This list was received from the British Consulate-General, Shanghai, and was communicated to the British Ladies at this port on Wednesday, September 30th.—I am, Sir,

Yours very truly,

G. D. PITZUIOS

(Consul).

H.B.M. Consulate, Swatow.

October 9th, 1914.

[We have also heard the suggestion made in several quarters that mittens would be useful for the men on sentry duty.—En.]

AN OIL-FUEL SHIP.

The steam trials took place on Saturday of the Asiatic Petroleum Company's reconstructed vessel, the *S.S. Uno*. The ship was formerly the *Tungson*, which, as a result of fire, was almost demolished in June last when travelling in Indian waters. The wreck was towed to Hongkong, and as a result of several months' work upon her in the Taikeo Dockyard emerged quite new again on Saturday, and also under the new name of *Uno*.

Of the purely oil-carrying type of vessel—the *Uno* is an ocean-going ship—the propelling power is supplied by oil-fuel, and the furnaces have been so constructed that in a case of necessity may also be used. The trials were entirely satisfactory. Being built to do a speed of nine knots, the vessel registered a mean speed, without forcing, of 10.07 up and down the two-mile course, this with a light draught.

ROYAL HONGKONG GOLF CLUB.

CROOKER CAPTAIN'S CUP AND POOL.

Played over Happy Valley 3rd, 4th and 5th October, with the following result:—

* Mr. C. C. Clarke	89-13	75
Captain W. D. Lindsay	90-8	82
Mr. E. V. D. Parr	91-9	82
Dr. Lindsay Woods	86-3	83
Mr. S. H. Dodwell	90-6	84
Mr. Stanley Cooke	88-14	84
Captain Riley	105-20	85

* Qualifies for Cup.

POOL.

* Mr. A. H. Ferguson	79-4	75
* Mr. C. C. Clarke	58-13	75
Captain W. D. Lindsay	90-8	82
Mr. E. V. D. Parr	91-9	82
Dr. Lindsay Woods	86-3	83
Mr. S. H. Dodwell	90-6	84
Mr. Stanley Cooke	88-14	84
Captain Riley	105-20	85

* Divide Pool.

30 entries.

INTIMATIONS**CALDBECK, MACGREGOR & CO.**

(ESTABLISHED 1864.)

SOLE AGENTS FOR**B L WHISKIES****GOLD AND WHITE LABELS.**

PREPARED BY

MESSRS. BULLOCK, LADE & CO.**THE OLDEST FIRM OF WHISKY****DISTILLERS IN THE WORLD.**

[21]

...and the fact that the *Journal* is a journal of the American Psychological Association, the largest and most influential of the professional organizations in the field of psychology, is a source of great strength and authority.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS FROM
Chanchion Teoh... Amoy
Dongshuryung, Yeetachan... Chefoo
Euyangsang... Shanghai
Luchong Dickens News... Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS FROM
Chamney Archer, Peak Hotel... Halifax (U.S.)
Cheeyinglu Kwongfongthai... Singapore
Bickakow... Singapore
Foutvot... Saigon
Gothiansong... Cebu
Lohingier, c/o American Consul... Manila
Luangkoo Choo David... Saigon
Sawwah... San Francisco
Zuellig, Hongkong Hotel... Manila

SHIPPING

ARRIVALS.

AUSTRIAN, British str., 2,579, Bailey, 9th October—Cardiff, Coal.—Admiralty.
BENVOIR, British str., 2,104, F. Smith, 11th October—Mojito 9th October, Coal.—Order.
CHENAN, British str., 9th September—Canton.
CHILL, French str., 3,240, P. de Boussea, 10th October—Marseilles 6th September, General.—Messageries Maritimes.
CUEONGSHING, British str., 9th October—Canton.
EIGER, Norwegian str., 875, Anderson, 10th October—Daly 4th October, Beans.—Chinese.
HAITAN, British str., 1,183, J. W. Evans, 11th October—Swatow 10th October, General.—Douglas Lapaik & Co.
HAIMUN, British str., 641, A. H. Stewart, 10th October—Swatow 9th October, General.—Douglas Lapaik & Co.
HANOL, French str., 739, Le Chevalier, 10th October—Haiphong, General.—A. R. Marty.
INDRADO, British str., 3,597, T. R. Evans, 9th October—Hilo 6th October, Sugar.—Shewan, Tomes & Co.
KISHIN MARU, Japanese str., 2,601, T. Ushiyama, 11th October—Mojito 4th October, Coal.—Order.
KICHOW, Chinese str., 9th October—Canton.
KWANG, Chinese str., 9th October—Canton.
OPLAND, Norwegian str., 843, H. L. Erikson, 11th October—Bangkok 3rd October, Rice.—Order.
TAISHO MARU, Japanese str., 2,819, T. Ozawa, 11th October—Murotan, Coal.—Mitsui Bussan Kaisha.
TAMBA MARU, Japanese str., 3,603, S. Nagame, 11th October—Shanghai 8th October, General.—Nippon Yusen Kaisha.
TJITARON, Dutch str., 3,600, J. N. Bouman, 11th October—Amoy 10th October, General.—Java-China-Japan Lijn.
WADA MARU, Japanese str., 2,081, Asai, 9th October—Miki 3rd October, Coal.—Mitsui Bussan Kaisha.

VESSELS EXPECTED.

AMERICAN MAIL.
The P.M. str. *China* sailed from Yokohama on the 9th October for Hongkong via Japan ports and Manila. The United States mail has been transferred to the N.Y.K. str. *Sawa Maru* scheduled to arrive at Hongkong on Monday, the 19th October, a.m.
THE AUSTRALIAN MAIL.
The E. & A. str. *Adenham* left Sydney for this port (via Queensland Ports and Manila) on the 29th September, and may be expected to arrive here on or about 21st October.
The A.O. str. *Changsha* left Sydney on the 1st October for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th October.
MERCHANT STEAMERS.
The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.
The Barber Line str. *Shimosa* left New York via Panama Canal for Hongkong on the 3rd October, and is therefore expected to arrive here on or about the 23rd November.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *India* left Singapore for this port on the 9th October, at noon, with the outward English mails, and is due here on the 14th October, at about 1 p.m.
The T.K.K. str. *Chiyo Maru*, which left San Francisco on the 12th September, is expected to arrive at this port via Honolulu, Japan ports and Manila on the 12th October, at 8 a.m.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MAIRA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	R. E. Pool	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	Murai	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SUWA MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 21st inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	Toranaka	OSAKA SHOSHN KAISHA	On 14th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 20th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	H. W. L. Holman	OSAKA SHOSHN KAISHA	On 29th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLENNBOY	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th Nov.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	INDEADRO	Brit. str.	—	—	SEAWAN, YOUNG & Co., Ltd.	About 14th inst.
NEW YORK VIA JAPAN PORTS & PANAMA CANAL	ATHOLL	Brit. str.	—	—	DODWELL & Co., Ltd.	About 28th inst.
NEW YORK VIA SUEZ CANAL	SAINT FYLANE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th Nov.
BOSTON & NEW YORK VIA SUEZ	BOLTON CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 15th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIBO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HADE DOLLAR	Am. str.	—	M. Ridley	THE ROBERT DOLLAR Co.	About 16th Nov.
SAN FRANCISCO & SAN PEDRO &c.	ANTO MARU	Jap. str.	—	G. L. Smith	TOYO KISEN KAISHA	On 2nd Dec.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ALDENHAM	Brit. str.	—	T. Sato	GIBB, LIVINGSTON & Co.	On 18th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	INABARA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINES	On 15th inst., at 11 A.M.
Kobe & Yokohama	CHUYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
MOJI & KOBE	HUICHOW	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YUSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	OSAKA SHOSHN KAISHA	On 19th inst.
SHANGHAI	FOOKSANG	Brit. str.	—	—	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	TIENHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
SHANGHAI	SOGU MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI	HAIMUN	Brit. str.	2 h.	—	OSAKA SHOSHN KAISHA	On 25th inst., at Noon.
SHANGHAI	HAICHING	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & Co.	On 17th inst., at 8 A.M.
SHANGHAI	THAN	Brit. str.	1 m.	—	DOUGLAS LAFRAIK & Co.	On 18th inst., at 10 A.M.
SHANGHAI	YUNHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 14th inst., at 1 P.M.
SHANGHAI	CHINSHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 16th inst., at 1 P.M.
SHANGHAI	LONGSHU	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 17th inst., at 3 P.M.
SHANGHAI	TIENHANG	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 20th inst., at 4 P.M.
SHANGHAI	YUNHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 24th inst., at 3 P.M.
SHANGHAI	CHINSHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	Quick despatch.
SHANGHAI	LONGSHU	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 19th inst., at A.M.
SHANGHAI	TIENHANG	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 25th inst.
SHANGHAI	YUNHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 26th inst., at 4 P.M.
SHANGHAI	CHINSHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 15th inst., at 3 P.M.
SHANGHAI	LONGSHU	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 17th inst.
SHANGHAI	TIENHANG	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 24th inst., at 3 P.M.
SHANGHAI	YUNHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 25th inst.
SHANGHAI	CHINSHUA	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 17th inst., at Noon.
SHANGHAI	LONGSHU	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 14th inst., at 10 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Quebec	Liverpool	Liverpool	Quebec	Steamers	Van-cou-ver	Yoko-hama	Kobe	Nagasaki	Shanghai
Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10	—
EMPERESS OF ASIA	£65	£65	—
EMPERESS OF INDIA	£43	£45	—
EMPERESS OF JAPAN	—	—	—
MONTEAGLE	—	—	—

Hour of Departure—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pender Street and Praya

WEATHER REPORT.

On the 11th at 10.40 a.m.—Pressure had increased slightly over N. Japan and decreased slightly elsewhere.

The anti-cyclone has weakened slightly. It is now central in the neighbourhood of Shanghai.

A depression appears to be approaching the Bonins from S. or S.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISCUSS. FORECAST.

Hongkong & Neighbourhood (East winds, moderate to light; rain.)

Formosa Channel (N.E. winds strong to fresh.)

South coast of China between (The same as Hongkong and Lamcocks.) No. 1.

South coast of China between (The same as Hongkong and Hainan.) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

11TH OCTOBER, 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Yokohama	7 a.m.	29.73	—	—	—	—	—
Nagasaki	6 a.m.	29.79	—	—	—	—	—
Kobe	—	29.79	—	—	—	—	—
Kobe	—	30.01	—	—	—	—	—
Nagasaki	—	30.05	—	—	—	—	—
Kobe	—	30.02	—	—	—	—	—
Oshima	—	30.60	—	—	—	—	—
Naha	—	29.99	—	—	—	—	—
Ishijima	—	30.03	—	—	—	—	—
Bonin Is.	—	22.74	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
Wei-hai-wei	—	30.04	62	61	SW	3	bc
Hankow	—	—	—	—	—	—	—
Lobang	—	—	—	—	—	—	—
Kinchang	—	—	—	—	—	—	—
Changhai	—	—	—	—	—	—	—
Shanghai	—	30.13	54	—	—	—	—
Gatolaf	—	—	—	—	—	—	—
Sharp Peak	—	7 a.m.	30.06	71	NW	2	bc
Amoy	—	30.00	74	63	NE	1	bc
Swatow	—	30.16	72	85	N	1	bc
Taihou	—	30.03	—	—	—	—	—
Taihou	—	30.01	—	—	—	—	—
Tainan	—	30.01	—	—	—	—	—
Koshu	—	—	—	—	—	—	—
Possadores	—	30.01	—	—	—	—	—
Canton	—	30.03	73	55	NE	1	bc
Hongkong	—	30.06	76	77	E	3	bc
Gap Rock	—	30.03	—	—	—	—	—
Macao	—	30.02	74	—	—	—	—
Wenhoo	—	—	—	—	—	—	—
Boihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phallan	—	30.03	73	—	—	—	—
Tourane	—	29.99	78	—	—	—	—
Cape St. James	—	29.93	75	—	—	—	—
Aparr	—	29.98	74	—	—	—	—
Manila	—	29.93	71	—	—	—	—
Legaspi	—	29.68	74	—	—	—	—
Iloilo	—	29.91	82	—	—	—	—
Bacolod	—	—	—	—	—	—	—
Cebu	—	29.92	87	—	—	—	—
Lobuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETRE, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURES, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w new west.

7 RAIN in inches, to the tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 11th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.07	31.04	30.01
Temperature	78	76	76
Humidity	65	77	76
Wind Direction	East	East	ESE
Force	3	5	5
Weather	o	c	o
Rain	—	—	—

Highest open air Temperature on 10th... 79

Lowest open air Temperature on 10th... 73

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1914. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August, 1914.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 15th Oct., 3 P.M.
BANDAKA	"HINSANG"	Saturday, 17th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 17th Oct., 3 P.M.
SHANGHAI	"YUSANG"	Thursday, 22nd Oct., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 24th Oct., 3 P.M.
MANILA	"LOONGSANG"	Saturday, 24th Oct., 3 P.M.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Wednesday, 25th Oct., Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, HOI, KOBE, NELLORE and YOKOHAMA	Capt. J. Gaunt, R.N.R.	About 21st Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MALTA Capt. J. W. Cockburn, R.N.R.	Noon, 23rd Oct.	See Special Advertisement.
SHANGHAI	NANKIN Capt. Owen Jones, R.N.R.	About 23rd Oct.	Freight and Passage.
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	CANDIA Capt. R. E. Peel	About 28th Oct.	Freight.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there. The production of a Marine Risk Policy is not immediately necessary. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th October, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SINGAPORE and TIENTSIN	"CHENG TU"	On 13th Oct., 4 P.M.
MANILA, CEBU and TIENTSIN	"TEAN"	On 13th Oct., 4 P.M.
MANILA, CEBU and HAIPHONG	"KAI FONG"	On 14th Oct., 10 A.M.
SHANGHAI	"AN HUI"	On 15th Oct., 4 P.M.
MANILA, CEBU and TIENTSIN	"CHIN HUA"	On 20th Oct., 4 P.M.
WEI HAI WEI and TIENTSIN	"HUICHOW"	On 24th Oct., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHIN HUA," "TAMING" and "TEAN." Excellent Saloon accommodation Auldships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "AN HUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGHOU," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 12th October, 1914. BUTTERFIELD & SWIRE, AGENTS. [5]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS

[49]

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 16th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 14th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th October, 1914.

[4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	21st Oct.	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

39

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.
TENYO MARU	22,000—21 knots ...	SATUR., 14th Nov.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots ...	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

[312]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sakata	MONDAY, 19th Oct., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	Leaving

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 18th Oct., at 10 A.M.
"DAIGI MARU"	S. Tokushige	Leaving

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	SATURDAY, 17th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
23th Oct.	17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

FROM HONGKONG:	FROM COLOMBO:
25th Oct.	25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

331

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON 1 day later
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 23	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 5.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return	LONDON
1st Saloon	"A"	"B"	"C"	"D"	"E"	£97.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£89.
1st Saloon	"A"	"B"	"C"	"D"	"E"	£86.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£80.
1st Saloon	"A"	"B"	"C"	"D"	"E"	£91.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£83.
1st Saloon	"A"	"B"	"C"	"D"	"E"	£87.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£81.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
	about	about	about	about	about	about
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 23
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return. FARES TO MARSEILLES: 1st Saloon £46 Single; £63 Return. 2nd Saloon £31 Single; £46 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 13%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Murali	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.C., and SEATTLE via SHANGHAI, HOI, KOBE, YOKKAICHI and YOKOHAMA	ATSUTA MARU Capt. Iizawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
BOMBAY via SINGAPORE, PENANG and RANGOON	NIKKO MARU Capt. R. Takada	9,600	WEDNESDAY, 21st Oct., at Noon.
MOJI and KOBE	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	12,500	SATURDAY, 17th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	JINSEN MARU Capt. Terada	5,000	MONDAY, 26th Oct., at Noon.
COLOMBO and RANGOON	CEYLON MARU Capt. Naguchi	10,000	FRIDAY, 23rd Oct., at Noon.
COLOMBO and RANGOON	COLOMBO MARU Capt. Sakamoto	9,800	SATURDAY, 24th Oct., at Noon.
COLOMBO and RANGOON	INABA MARU Capt. Tomimaga	12,500	FRIDAY, 30th Oct., at 5 P.M.
COLOMBO and RANGOON	HITACHI MARU Capt. T. Sato	12,500	THURSDAY, 15th Oct., at 11 A.M.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	15,000	11th Feb.
KASHIMA	20,000	11th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22d Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	2nd June.

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	5th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c. apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-5-14]

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sail, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamship Co.

War risks are not covered by Postal Registration or Insurance.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.

Monday, the 12th inst., being a Public Holiday the Post Office will be open from 8 to 9 a.m. There will be one delivery of Ordinary Correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The Parcel Post Service to Egypt and countries beyond served by Egypt in Southern Europe is for the present suspended.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

The MAIL FROM LONDON (via Siberia) of Thursday, the 10th ult., is due to arrive here tomorrow.

The ENGLISH MAIL is due to arrive here on Wednesday, the 14th inst., as the Mail is unsorted the delivery will be delayed for 2 hours.

The AMERICAN MAIL via China is scheduled to arrive here on Monday, the 19th inst.

FOR	DATE
Japan via Moji	Monday, 12th, 9.00 A.M.
Shanghai and North China	Tuesday, 13th, 10.00 A.M.
Batavia, Samarang and Sourabaya	Wednesday, 14th, 1.00 P.M.
Swatow, Amoy and Foochow	Thursday, 15th, 1.00 P.M.
Kobe, Japan via Kobe, Victoria	Friday, 16th, 1.30 P.M.
Seattle, Vancouver, Tacoma and United Kingdom via Canada	Saturday, 17th, 2.00 P.M.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.

Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.

(494)

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIKEMBANG	—	—	SHANGHAI	Second half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAH...	JAVA	Second half of Oct.	—	—
TJILIWONG	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS...	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIMANOEE	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILATJAP.	JAVA	First half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 9th October, 1914

FORTHCOMING EVENTS.

TO-DAY

Bank Holiday.

TO-MORROW

3 p.m.—Auction of Crown Land at Ship Street,
by Public Works Dept.

Monday, 19th Oct.—
3 p.m.—Auction of Two Lots of Crown Land at Mount Davis and Kennedy Town, by Public Works Dept.
Wednesday, 4th Nov.—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

COMMERCIAL.

CLOSING QUOTATIONS.

October 10th.

ON LONDON—

Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credits, at 4 months sight	194
Documentary Bills 4 months sight	194
ON PARIS—	
Bank Bills, on demand	220 1/2
Credits, at 4 months sight	231
ON GERMANY—	
On demand	nom.
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credits, at 60 days sight	nom.
ON BOMBAY—	
Telegraphic Transfer	nom.
Bank, on demand	13 1/2
ON CALCUTTA—	
Telegraphic Transfer	nom.
Bank, on demand	13 1/2
ON SHANGHAI—	
Bank, at sight	76 1/2
Private, 30 days sight	nom.
ON YOKOHAMA—	
On demand	87
ON MANILA—	
On demand—Pesos	26 1/2
ON SINGAPORE—	
On demand	30 1/2
ON BATAVIA—	
On demand	nom.
ON HAIPHONG—	
On demand	nom.
ON SAIGON—	
On demand	87 1/2
ON BANGKOK—	
Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per tael	\$57.25
SILVER, per oz.	23 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	per cent.
Hongkong, 10 " "	\$10.17 discount
	\$10.25 " "

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 12TH OCTOBER, 1914.

8 a.m. HONGKONG.	8 a.m. HONAN.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

TUESDAY, 13TH OCTOBER, 1914.

8 a.m. HONAN.	8 a.m. HONGKONG.
5 p.m. FATSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 18TH OCTOBER, 1914.

The Company's New Steamship "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Manalao (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND ATLANTIQUE ... On 19th October.

YOKOHAMA ...

MARSEILLES VIA PORTS ...

HOMEWARD

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.



Embassy

No. 77
VIRGINIA
CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

The Cigarette de Luxe.

W. D. & H. O. WILLS
BRISTOL & LONDON.

"EMBASSY" Cigarettes have proved to be the most popular of all the new brands of Virginia Cigarettes that have been sold for many years.

The quality is unsurpassed.



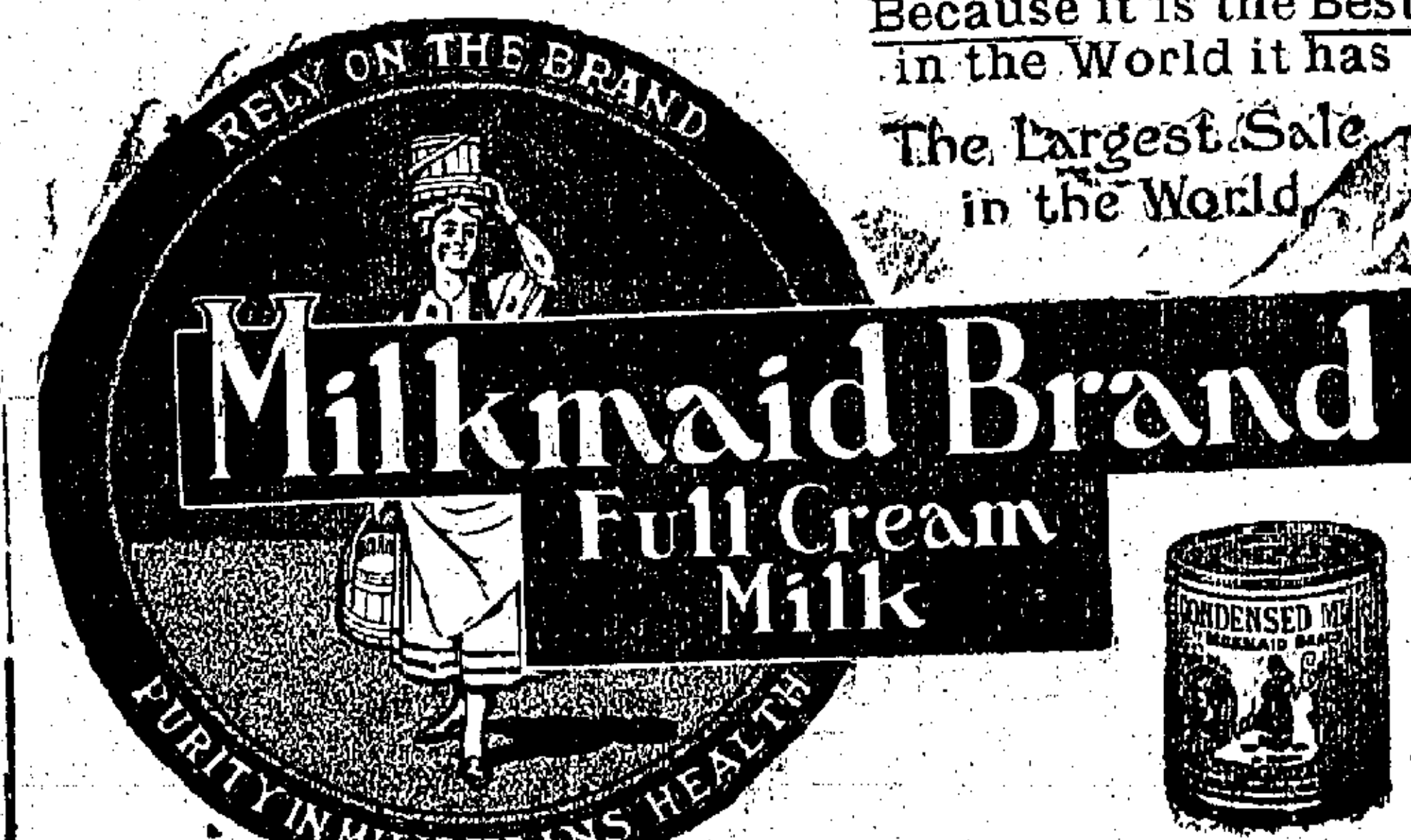
PRICES:—

AIR-TIGHT TINS OF 50 CIGARETTES ... 70 CENTS.

" " " " 25 " ... 40 "

DECORATED " " 10 " ... 20 "

Sold by all Tobacconists in Hongkong and the ports of South China.



For PUDDINGS, &c. (Sweetened), ask for MILKMAID CONDENSED MILK (Blue Label).
For DRINKING PURPOSES (Unsweetened), ask for MILKMAID STERILIZED NATURAL MILK (Coloured Label).
For TEA COFFEE, STEWED FRUIT, &c. (Unsweetened), ask for MILKMAID EVAPORATED MILK (Gold Label).
ON SALE AT ALL STORES.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 1000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA ... Sailing TUESDAY, 18th Oct., at 1 p.m.

CHINA (via Manila) ... TUESDAY, 27th Oct., at Noon.

MANCHURIA ... TUESDAY, 1st Nov., at 1 p.m.

MONGOLIA ... TUESDAY, 1st Nov., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous chef.

Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming tank, picture gallery, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

King's Buildings.

TEL. No. 141.

Printed and Published by BERTRAM A. HALL for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong: London Office, 13, Fleet Street, E.C.